

Updates Since January 2019 Public Open Houses

NORTH DRUID HILLS ROAD CORRIDOR STUDY



Second Public Open House - March 11 & 14, 2019

First Public Open Houses - January 14 & 16, 2019



104 attendees

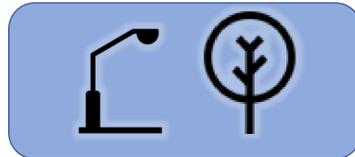


22 written comments
77 emailed comments

Common Themes



General support for proposed typical section with additional center two-way left turn lane and bicycle/pedestrian facilities



General support for streetscape improvements, with emphasis on the need to save/replant trees where possible



Concern about property impacts to front yards & buffers in front of neighborhoods



General support for proposed functions of the roundabout, with some concern about drivers' ability to maneuver through it to their destinations

Frequently Asked Questions

How will property fronting N. Druid Hills Rd be impacted? Will there be any impact to trees?

The project team has reviewed the frontages of each property on each side of N. Druid Hills Road. It is not yet known precisely where the recommendations will be implemented; therefore, there may be different impacts on either side of the road. Once the final project list is approved by City Council, and each project proceeds to the design phase, the City will evaluate right-of-way needs and impacts to property, and the City arborist will be consulted to minimize impacts to existing significant trees.

Can the City bury the utility lines along N. Druid Hills Rd?

While burying utilities certainly improves aesthetics, it can come at a substantial cost to both the City and property owners. Decisions about the placement of utilities and other design elements will be determined during the engineering phase of each project.

Why is a roundabout proposed at the E. Roxboro Rd intersection? A roundabout at this location will be too confusing to drivers.

The proposed roundabout addresses safety and operational issues at the intersection. It would operate more efficiently than the traffic signal and can accommodate higher traffic volumes. Roundabouts create a safer travel environment by regulating vehicle speeds and eliminating conflict points found at a typical intersection. Compared to traffic signals, roundabouts reduce greenhouse gas emissions as well as energy and maintenance costs. Roundabouts of a similar size have been installed and are operating efficiently in Atlanta, Sandy Springs, Roswell, and other areas of metro Atlanta. Several additional roundabouts are being planned across Georgia.

The proposed roundabout will be designed and constructed with pavement markings and overhead signage to direct motorists to the appropriate lanes, minimizing the need for lane changes near or within the roundabout. It will include a median-separated, free-flow lane for northbound traffic on N. Druid Hills Rd. Compared to the traffic signal, the proposed roundabout will improve sight distances and turning radii for all movements at the intersection.

With the closure of Goodwin Rd between E. Roxboro Rd and N. Druid Hills Rd and removal of the two traffic signals, how will motorists navigate between E. Roxboro Rd and N. Druid Hills Rd? This change will significantly increase my travel time.

All movements currently made at the E. Roxboro Rd/Goodwin Rd and the N. Druid Hills Rd/Goodwin Rd intersections can be safely and more efficiently made via the proposed roundabout at E. Roxboro Rd. A driver exiting Goodwin Rd will be able to access northbound N. Druid Hills Rd by turning right onto southbound E. Roxboro Rd, traveling through the roundabout, and proceeding northbound on N. Druid Hills Rd. The roundabout will also allow drivers to make a new right turn from N. Druid Hills Rd to E. Roxboro Rd (a movement that doesn't currently exist with the traffic signal and intersection skew) and turn left onto Goodwin Rd. If the existing traffic signals were to remain, with the projected increase in future traffic, it would take approximately three minutes for a vehicle to exit Goodwin Road and reach the intersection of N. Druid Hills Rd and Goodwin Rd during peak travel periods. Comparatively, it would take only approximately 25 seconds to make the same maneuver via the proposed roundabout.

What Has Changed Since the January 2019 Open Houses?

Typical Section from E. Roxboro Rd to Lenox Park Blvd/N. Cliff Valley Way – Originally proposed as a two-lane section, a two-way center left turn lane has been added from just north of the mid-block crossing at Gail Dr to just south of Curtis Dr to improve traffic operations.

N. Cliff Valley Way – Originally proposed with a multi-use path on the north and sidewalk on the south, a sidewalk is now proposed on the north side and a multi-use path on the south, to provide a safer and more comfortable path for students at Cross Keys High School.

E. Roxboro Road – The roundabout design has been modified to improve operations; this includes the addition of a barrier-separated lane for continuous movement along northbound N. Druid Hills Rd.

Goodwin Rd and E. Roxboro Rd – Recommending removal of the existing traffic signal in order to help the roundabout operate more efficiently, and the addition of a pedestrian-actuated crosswalk to help pedestrians more safely cross the road from the Pine Hills and Roxboro Forest neighborhoods.